

The Salvage Association Ltd.; MV Nieuw Amsterdam Fire



THE SALVAGE ASSOCIATION

LIMITED

M.V. "NIEUW AMSTERDAM"

FIRE 23RD MAY 2000

SURVEY REPORT SEA 05-81-2000



SURVEY REPORT NUMBER: SEA 05-81-2000

DATE: July 26, 2000

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THIS IS TO CERTIFY

that the undernamed Surveyor at this Port did at the request of Holland America Line Westours, Inc., 300 Elliott Avenue West, Seattle, Washington 98119, and on behalf of the interest concerned, survey the steel built twin screw passenger vessel:

'Nieuw Amsterdam'
33,930 Gross Registered Tons of Rotterdam
(Operators: Holland America Line Westours, Inc.)

for the purpose of ascertaining the nature and extent of damage alleged to have been sustained in consequence of an outbreak of fire on 23rd May 2000.

For further details, please refer to the logbooks of the vessel and the statements of interests concerned.

Particulars of M.V. "Nieuw Amsterdam" - IMO No. 8024014

M.V. "Nieuw Amsterdam" is a twin screw passenger/cruise vessel of all welded steel construction.

The vessel was built by Chantiers d'Atlantique at St. Nazaire, France during 1983.

The vessel is powered by two 7-cylinder diesel engines developing a total of 29,370 BHP.

Dimensions:

Length, overall	214.66 meters
Length, between perpendiculars	181.62 meters
Breadth, molded	27.21 meters
Depth, molded	18.88 meters

Narrative

It was reported that M.V. "Nieuw Amsterdam" was on a passage from Sitka, Alaska to Glacier Bay with passengers when an outbreak of fire was detected in way of crew cabin D98 located on "D" deck.

The above incident reportedly occurred at 0911 hours on 23rd May 2000 at the following position: Latitude 58°57.2' North, Longitude 136°52.6' West.



"NIEUW AMSTERDAM"

The vessel was inspected by regulatory authorities subsequent to the fire and permitted to proceed to Seward, Alaska to discharge and load passengers for continued operation.

No further details of the alleged incident were provided at the time of survey.

On 25th May 2000 the undernamed Surveyor proceeded to the M.V. "Nieuw Amsterdam" which was lying moored at the pier in Seward, Alaska and the following was noted:

Found

Recommended

Note: Fire damage was reportedly confined to "D" deck crew staterooms, passageways, electrical systems, piping and ventilation ducts between fire door at frame 127-1/2 and watertight door at frame 91.

Longitudinal Passageway, Centerline

(Frames 127-1/2 to 91)

Passageway heavily smoke stained throughout with overhead panels burnt, charred and deformed over full length with overhead panels very heavily affected between frames 127-1/2 and 102.

Inboard and outboard bulkheads between frames 91-95 very heavily smoke stained with coatings partially charred.

Between frame 95 and 106, upper half of bulkhead, both inboard and outboard, heavily burned, coatings charred and paneling deformed.

Between frames 106 and 115, bulkheads, inboard and outboard, burned, charred and deformed over full height.

Passageways

Centerline longitudinal passageway and port and starboard transverse passageways to be thoroughly cleaned with fire debris removed.

Centerline Passageway

Fire affected and distorted overhead paneling between frames 127-1/2 and 91 to be removed and renewed with any remaining sections of paneling to be thoroughly cleaned, prepared and recoated.

Fire affected and distorted port and starboard bulkhead paneling between frames 127-1/2 and 91 to be removed and renewed with any remaining sections of paneling to be thoroughly cleaned, prepared and recoated.



Bulkhead paneling between frames 115 to 127-1/2 heavily smoke stained and charred with ship's drawing/frame at port bulkhead burned, charred and partially melted.

Watertight door at frame 91 subjected to fire and heat with operating mechanism, hydraulic system and indicator switch suspect.

Electrical control panel forward of watertight door, frame 91 port side, with enclosure and exposed wiring subjected to heat and fire, lens covers at panel partially melted.

Joiner door, port side at frame 96, overheated, partially charred in way of paint work and distorted.

Fires station ("D 8"), port side frame 96-1/2, subjected to fire and heat, hose affected.

Overheat fluorescent light fixtures overheated, partially burned and melted starboard side at overhead, 8 locations noted.

Fire detectors, alarm bell, fire indicator and connecting wiring overheated, and partially melted.

Area above longitudinal passageway dropped overhead panels with insulation partially melted and disturbed.

Insulation is 2" Rockwool at overhead and wrapped about structural members.

Framed and mounted ships drawing at passageway bulkheads to be renewed.

Fire affected deck covering to be removed and renewed as required.

Watertight door at frame 91 to be thoroughly cleaned and examined with operating mechanism proven in satisfactory condition.

Fire door at frame 127-1/2 to be thoroughly cleaned, examined and proven in satisfactory operating condition.

Joiner door, port side at frame 96 to be removed, repaired and reinstalled or renewed as necessary.

Transverse Passageways

Fire affected and distorted overhead paneling in way of port and starboard transverse passageways to be removed and renewed with any remaining sections of paneling to be thoroughly cleaned, prepared and recoated.

Fire affected and distorted forward and aft bulkhead paneling of transverse passageways to be removed and renewed with any remaining sections of paneling to be thoroughly cleaned, prepared and recoated.

Fire affected deck covering of transverse passageways to be removed and renewed as required.



Longitudinal piping in way of overhead drop ceiling subjected to heat and fire, with copper tubing overheated and suspect.

Longitudinal electrical wire way with cabling heavily burned, charred and partially melted from frame 105 aft.

Ventilation grills and ducting, frames 126 in passageway overhead, smoke stained and contaminated, ventilation duct suspect.

Frame mounted drawings (2) at port outboard bulkhead of passageway heavily burnt and charred.

Transverse Passageway, Starboard Side (Frames 95 to 96-1/2)

Passageway

Forward and aft bulkheads heavily smoke and soot stained, overhead paneling heavily smoke/soot stained with paint coatings partially charred and peeled off.

Deck smoke and soot stained with considerable debris.

Overhead fluorescent light fixtures (2) at aft bulkhead overheated, with lens melted and fixtures suspect.

Overhead fire detector with covering melted, unit suspect.

Ventilation

Ventilation duct grills at overhead to be removed and ducting thoroughly cleaned and deodorized.

Piping & Tubing

Piping and tubing in way of fire affected area to be thoroughly examined, tested as necessary and proven satisfactory.

Insulation

Structural Insulation

Structural insulation at overhead including deckhead and structural members affected by effects of fire and fire extinguishment to be removed and renewed or sealed as found necessary.

Insulation is approximately 2" Rockwool type material.

Piping Insulation

Piping insulation at overhead space where affected by effects of fire and fire extinguishment to be removed and renewed or sealed as found necessary.

Piping insulation is of various materials to suit service.



Stateroom D97

Mushala room heavily smoke and soot stained generally overall, no fire damage noted.

Fire detector at overhead partially melted and distorted on casing

Stateroom D95

Stateroom with light to moderate smoke and soot contamination, no fire damage noted.

Entry joiner door over upper half heavily smoke and soot stained, coating partially overheated and charred..

Stateroom D99

Stateroom lightly smoke and soot stained, no damage noted.

Entry joiner door heavily soot and smoke stained with coatings lightly affected in upper area.

Stateroom D93

Stateroom moderately smoke and soot stained, no fire damage noted.

Entry joiner door heavily smoke and soot stained with upper portion of coatings lightly affected.

Electrical System

Light Fixtures

Electrical lighting fixtures in way of centerline and transverse passageways, approximately 23 fluorescent light fixtures in total, to be removed and renewed including fixture, ballast, lens and connecting wiring.

Wireways

Electrical wireways at overhead above drop paneling structure in way of passageways and staterooms with fire affected cables to be removed and renewed as required.

Control Panel

Electrical control panel in longitudinal passageway at frame 91 port side to be opened, thoroughly cleaned, examined and repaired as necessary.

Electrical Locker

Electrical locker in transverse passageway starboard side frame 119 to 120-1/2 to be opened, thoroughly cleaned and examined with repairs effected as necessary.

Fire/Safety Devices

Fire station "D8" port side of longitudinal passageway at frame 96-1/2 to be thoroughly cleaned and examined with fire hose and fittings renewed.



Transverse Passageway, Port Side
(Frame 97-98)

Passageway

Overhead of passageway very heavily smoke and soot stained with coatings near longitudinal passageway part charred and peeling.

Overhead fluorescent light fixtures (2) at aft bulkhead overhead partially melted, overheated and destroyed.

Fire detector (1) at overhead of transverse passageway affected by fire and heat, partially melted.

Heating unit (1) located aft bulkhead affected by soot and smoke.

Overhead vent duct contaminated with soot and smoke.

Forward and aft transverse bulkheads, moderately smoke and soot stained with area adjacent to longitudinal passageway at aft bulkhead very heavily burned, charred with coatings peeling.

Outboard Wash Room, D1112
(Frames 91 to frame 99)

Outboard wash room, frames 91 to 99, very heavily smoke and soot stained, no fire damage noted.

Joiner entry door to wash room light to moderately smoke and soot stained.

Fire station "D10" inboard of longitudinal passageway to be thoroughly cleaned and examined with fire hose and fittings renewed.

Fire detectors in passageways and staterooms as well as alarm bells and indicators to be renewed as original including necessary wiring.

Staterooms

Staterooms to be thoroughly cleaned and recoated as required including overheads, bulkheads, decks and deck covering.

Bunks, mattresses, linen, lockers, chairs, table, wash basin and furnishings to be thoroughly cleaned.

Ventilation grills to be removed and vent ducting cleaned.

Entry joiner doors to be removed, repaired and recoated as required.

Spaces to be deodorized to remove trace of fire.

The following staterooms affected:

'D63', 'D65', 'D67', 'D69', 'D71',
'D73', 'D75', 'D77', 'D78', 'D79',
'D80', 'D81', 'D82', 'D83', 'D84',
'D85', 'D86', 'D87', 'D88', 'D89',
'D90', 'D91', 'D92', 'D93', 'D94',
'D95', 'D97', 'D99', 'D100', 'D102',
'D104', 'D106', 'D108', 'D110',
'D112', 'D114', 'D116', 'D118',
'D120'..



Stateroom D116

Stateroom smoke and soot stained lightly, no fire damage noted.

Access door moderately smoke and soot stained, predominately upper area.

Stateroom D118

Stateroom light to moderately smoke and soot stained, no fire damage noted.

Access joiner door moderately smoke and soot stained with paintwork partially charred upper area.

Stateroom D114

Stateroom, moderate to lightly smoke and soot stained, no fire damage noted.

Joiner access door light to moderately smoke and soot stained, predominately upper area with coating affected.

Stateroom D112

Stateroom, light to moderately smoke and soot stained, no fire damage noted.

Entry joiner door moderately smoke and soot stained, predominately upper area with coating affected.

Stateroom 'D98'

To be completely rebuilt as original renewing overhead paneling and support structure, bulkhead paneling and insulation, deck covering, vent ducting and terminal grill, entry door.

Stateroom furnishings in total to be renewed including (4) double bunks, lockers, mattresses, linen, chairs, table, wash basin and all fittings.

Electrical lighting and power cables, fittings and fixtures to be renewed.

Stateroom 'D96'

Overhead paneling to be removed and renewed as well as insulation in way.

Bulkhead paneling to be removed and renewed as required.

Ventilation ducting including terminal grill to be removed and renewed.

Stateroom to be thoroughly cleaned and recoated as necessary including deck and deck covering.

Stateroom furnishings including bunks, mattresses, lockers, chairs and all fittings to be thoroughly cleaned or renewed as required.

Washrooms

Fire affected washrooms to be thoroughly cleaned, washed down and examined with coatings renewed as necessary.



Stateroom D110

Stateroom light to moderately smoke/stained, no fire damage noted.

Access door moderately smoke/soot stained, coatings affected upper area.

Stateroom D120

Stateroom, light to moderate smoke and soot contamination, no fire damage noted.

Access door moderately to heavily smoke/soot stained with coatings affected in upper area.

Transverse Passageway, Starboard Side
(Frames 106-107-1/2)

Passageway

Overhead very heavily fire affected with paneling buckled and distorted.

Forward and aft transverse bulkheads heavily affected by heat, and fire with upper half of paneling distorted.

Paint coatings partially charred and burned with remainder heavily smoke/soot stained.

Overhead fluorescent light fixtures (3) at aft bulkhead heavily burned, charred and overheated.

Overhead fire detector units (2) heavily fire affected.

All washroom fixtures to be cleaned and examined.

Entry doors to be thoroughly cleaned, prepared and recoated as necessary.

The following washrooms affected:

- a) "D1112" (frames 91 to 99 port)
- b) "D1161" (frames 91 to 106 stbd)
- c) "D1098" (frames 99 to 106 port)

Laundry

Laundry space "D1094" in transverse passageway, port side (frames 106 to 107-1/2) to be thoroughly cleaned, washed down and examined with coatings renewed as necessary.



Alarm bell (1) with wiring heavily fire affected.

Overhead vent duct, outboard, heavily smoke and soot stained with ducting suspect.

Outboard Wash Room D1161
(Frames 91-106)

Wash room very heavily smoke and soot stained, generally in way of overhead with fluorescent light fixtures affected.

Fixtures (4) with coatings affected generally at entry door.

Ventilation grill with ducting above smoke stained and countermined, duct suspect.

Entry joiner door very heavily smoke/soot stained with coatings peeling and flaking.

Stateroom D87

Stateroom, moderately to heavily smoke and soot stained, no fire damage noted.

Access door very heavily smoke, stained and charred with coatings burned.

Stateroom D85

Stateroom moderately smoke/soot stained, no fire damage noted.

Access door very heavily smoke/soot stained.



Stateroom D89

Stateroom, light to moderately smoke/soot stained, no fire damage noted.

Access joiner door very heavily burned over upper half with paneling soot stained overall.

Stateroom D83

Stateroom moderately smoke/soot stained.

Access joiner door heavily burned, charred and destroyed.

Stateroom D81

Stateroom, moderately smoke/soot stained with access door very heavily charred over upper half with lower remaining coatings smoke stained.

Stateroom D91

Stateroom, moderately smoke/soot stained with access door very heavily charred over upper half with lower remaining coatings smoke stained.

Transverse Passageway, Port Side
(Frames 106-107-1/2)

Passage with longitudinal separation joiner door, approximately midwidth of passage.

Door very heavily overheated, burned, charred and destroyed.



Bulkhead forward and aft and overhead paneling lightly to moderately overheated, discolored.

Fluorescent light fixture (1) at aft bulkhead overhead and fire detection unit suspect.

Passageway inboard of joiner closure door very heavily overheated, burned and charred with forward and aft bulkhead paneling heavily buckled and distorted.

Overhead paneling heavily buckled, distorted, charred, and burned from longitudinal passageway outboard to closure door midwidth of passage.

Overhead fluorescent light fixtures (2) totally burned and destroyed.

Fire detector (1) unit totally burned and destroyed.

Outboard ventilation duct terminal with smoke and soot contamination, ducting suspect.

Decking in way of transverse passageway heavily soot stained and littered with debris, generally overall.

Stateroom D98

Stateroom totally consumed by fire, overhead insulation nearly all displaced and adrift.

Inboard bulkhead paneling heavily distorted, overhead structure paneling and support members totally destroyed.



Stateroom D98, Cont:

Vent ducting heavily overheated, buckled, distorted and partially adrift.

Overhead paneling all buckled, distorted, overheated and adrift.

Joiner entry door heavily overheated, buckled, warped and destroyed as well as door frame.

Furnishings in Stateroom D98, (4) double bunks, lockers, mattresses, all consumed by fire and destroyed.

Stateroom D 100

Stateroom adjacent to source of fire heavily smoke and soot stained, no fire damage noted.

Access joiner door heavily soot stained, charred and distorted.

Stateroom affected by fire extinguishment.

Stateroom D108

Stateroom moderately smoke/soot stained with access door heavily charred, and coatings heavily burned.

Stateroom D106

Stateroom light to moderate smoke/soot stained.

Access door generally free, no fire damage noted.



Laundry D1094

Outboard laundry room lightly smoke stained, no fire damage noted.

Outboard Wash Room D1098
(Frames 99-106)

Washroom lightly smoke stained, no fire damage noted.

Stateroom D104

Stateroom lightly smoke and soot stained, no fire damage noted.

Access joiner door generally satisfactory.

Stateroom D102

Stateroom light to moderately smoke/soot stained, no fire damage noted.

Access joiner door generally clean.

Transverse Passageway, Port Side
(Frames 119 to 120-1/2)

Transverse passageway, bulkheads moderately to heavily smoke and soot stained with inboard 10'0" of overhead paneling heavily buckled, distorted, overheated with coatings burned, melted and charred.

Forward and aft bulkheads moderately to heavily smoke and soot stained with inboard 6'0" of paneling heavily burned and charred at overhead, both forward and aft sides.



Passageway deck heavily smoke/soot stained and contaminated.

Overhead fluorescent fixtures (3) at aft bulkhead partially burned, melted and destroyed.

Fire detectors (2) at overhead part melted and affected by fire, suspect.

Fire station at forward bulkhead immediately inboard of longitudinal passageway, station D10, subjected to heat, fire, smoke and soot stained, hose missing, possibly destroyed.

Stateroom D96

Stateroom immediately forward of area of origin of fire heavily smoke/soot stained.

Overhead paneling heavily pulled adrift and displaced, torn including overhead insulation, all smoke and soot stained.

Electrical wiring in overhead burned and melted.

Vent ducting in overhead partially displaced, distorted, and pulled adrift.

Space in general disarray from fire extinguishment.

Stateroom D94

Stateroom moderate to heavy soot/smoke stained, no fire damage noted.



Stateroom D94 Continued:

Access joiner door moderately to heavily smoke and soot stained.

Stateroom D92

Stateroom with smoke and soot contamination generally overall, no fire damage noted.

Access joiner door moderately smoke and soot stained.

Stateroom D90

Stateroom with no fire damage noted, generally smoke and soot stained.

Access door moderately smoke and soot stained.

Stateroom D88

Stateroom smoke and soot stained, no fire damage noted.

Access joiner door generally smoke stained.

Stateroom D86

Stateroom smoke and soot stained, no fire damage noted.

Access joiner door moderately smoke/soot stained

Stateroom D84

Stateroom with light to moderately smoke and soot contamination, no fire damage noted.



Access joiner door moderately smoke and soot stained.

Stateroom D82

Stateroom moderately smoke and soot stained, no fire damage noted.

Access joiner door moderately smoke and soot stained.

Stateroom D80

Stateroom with light to moderately soot/smoke contamination, no fire damage noted.

Access joiner door lightly smoke and soot stained.

Stateroom D78

Stateroom generally smoke and soot stained, no fire damage noted.

Access door generally moderately smoke/soot stained with upper area heavily charred with paint burned and peeling.

Transverse Passageway, Starboard Side
(Frames 119 to 120-1/2)

Transverse starboard side passageway, overhead paneling heavily smoke/soot stained and inboard 10'0" very heavily burned, charred, partially distorted in way of paneling.

Overhead fluorescent light fixtures (2) with lens heavily melted, destroyed at both.



Overhead fire detectors (2) heavily overheated, covering partially melted.

Deck heavily soot/smoke stained with fire debris scattered about.

Bulkheads forward and aft heavily smoke and soot stained and outboard 8'0" at upper level with coatings heavily burnt, charred and flaking.

Bulkhead paneling partially distorted.

Alarm bell adjacent to longitudinal passageway at forward bulkhead overheated and affected.

Stateroom D79

Stateroom with smoke and soot contamination, no fire damage noted.

Access joiner door upper area heavily overheated, possibly charred.

Stateroom D77

Stateroom moderately smoke/soot stained, no fire damage noted.

Access joiner door lightly to moderately smoke stained in upper area.

Stateroom D75

Stateroom with smoke and soot contamination moderately, no fire damage noted.

Access joiner door upper half heavily smoke and soot stained.



Stateroom D73

Stateroom moderately smoke and soot stained, no fire damage.

Access joiner door moderately soot stained over upper half.

Stateroom D71

Stateroom locked not accessible.

Stateroom D69

Stateroom moderately smoke and soot stained, no fire damage noted.

Electrical Locker

Electrical locker outboard between staterooms D71 and D69, door ajar, panel moderately smoke and soot stained, condition suspect.

Stateroom D67

Stateroom moderately smoke and soot stained, no fire damage noted.

Access joiner door moderately smoke stained over upper area.

Stateroom D65

Stateroom moderately smoke and soot stained generally overall, no fire damage noted.

Access joiner door lightly smoke and soot stained.



Stateroom D63

Stateroom moderately soot and smoke stained.

Access joiner door upper half heavily burned and charred.

No fire damage in stateroom.

General Notes

- A. Drydocking is not required to effect the foregoing repairs.
Note: Fire damage repairs will be carried out during the vessels normal cruising operations and during scheduled port calls without loss or delay in operation.
- B. Necessary cleaning to be carried out prior to commencement of the foregoing repairs.
- C. Necessary transportation of men and materials to be provided to effect the foregoing repairs.
- D. Necessary fire watch to be provided during all 'hot work' repairs.
- E. Necessary services of crane to be provided to effect the foregoing repairs, crane to be provided to load repair materials.
- F. Necessary temporary lighting and ventilation to be provided to effect the foregoing repairs.
- G. Necessary staging to be erected to effect the foregoing repairs and upon completion, dismantled and removed.
- H. Necessary removals to effect the foregoing repairs to be replaced in good order.
- I. Necessary testing to be carried out to the satisfaction of all interested parties.
- J. Necessary recoating to be carried out in way of all new and disturbed work.
- K. Scrap material of no commercial value.



The foregoing repairs were effected by ABB Industrial Systems, Inc., Fort Lauderdale, Florida and MSC Maritime Services Corporation, Hood River, Oregon, et al.

No invoices for costs incurred with respect to damage repairs have been received by this office. Upon receipt, the relevant invoices will be reviewed for cost approval without prejudice to Underwriters liability.

Surveyor's Notes

Repair to the damage enumerated above was effected by a riding crew of electricians, joiners, cleaners and other crafts as required with repair materials delivered to the vessel at Seward, Alaska and elsewhere.

Initial repairs consisted of the reestablishment of all affected emergency circuits and safety devices in the fire affected area.

Repairs to be carried out during normal cruise operations of the vessel without delay or interference with vessel's schedule.

Repairs commenced at Seward, Alaska on 25th May 2000 and are to continue until completed which is estimated to require approximately four weeks time.

The vessel's Classification Society reportedly issued a Condition of Class that repairs were to be completed by 30th June 2000.

It is the opinion of the attending Surveyor that the damage described in this report is reasonably attributable to the cause alleged by owners and noted in the preamble of this report.

Surveyed without prejudice

Ian R. Hogben, Principal Surveyor
The Salvage Association

In Attendance

W. Gjaltema Representing Holland America Line Westours, Inc.

E.H. Patrick Representing Patrick & Associates, Inc.,
Behalf The Salvage Association Ltd.